

CONFIDENTIAL

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Ports & Logistics Data Pack

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Introduction to the Sector Data Pack

The role of the Sector Data Pack is to bring together the latest socio-economic and labour market data and present both an up-to-date, and future view, of the sector and any underlying issues within the area that could impact upon it. Data is presented in a navigable format without comment with interpretation at this stage left to the reader

The Data Pack informs the Sector Evidence Report, the key findings from which help to inform the priorities developed in the Sector Skills Plan. The Sector Evidence Report is also summarised within the Sector Skills Plan and appears in full in the its appendices.

In most instances data has been analysed and presented down to local authority level. In some instances, and even where local authority data is available, it has not been presented in the data pack due to issues of unreliability and small sample sizes. This is particularly the case with data from the Annual Population Survey and the Annual Survey of Hours and Earnings.

Introduction to and Definition of the Ports & Logistics Sector

The Ports & Logistics Sector in New Anglia

Ports & Logistics sector contribution to the local economy



4,085

£2.33bn

48,700

Source: New Anglia LEP Economic Strategy evidence base work



Ports & Logistics sector contribution to growth in the local economy (2010=100)

Source: New Anglia LEP Economic Strategy evidence base work

Employment



Employment provided by the Ports & Logistics sector across comparator areas, 2015

**Source:** Business Register and Employment Survey, Office for National Statistics

*Please note that due to the experimental nature of the employment statistics produced by New Anglia LEP for the New Anglia area presented on page 5, these have not been able to be replicated for comparator areas, hence why the figures for New Anglia here are different to those reported previously.*



**Source:** Business Register and Employment Survey, Office for National Statistics

*Please note that due to the experimental nature of the employment statistics produced by New Anglia LEP for the New Anglia area presented on page 5, these have not been able to be replicated for comparator areas, hence why the figures for New Anglia here are different to those reported previously.*

Proportion of employment provided by the Ports & Logistics sector across comparator areas, 2015



**Source:** Business Register and Employment Survey, Office for National Statistics

Employment provided by the Ports & Logistics sector across New Anglia, 2015



Proportion of employment provided by the Ports & Logistics sector across New Anglia, 2015

**Source:** Business Register and Employment Survey, Office for National Statistics

Change in Ports & Logistics employment across comparator areas, 2010 - 2015

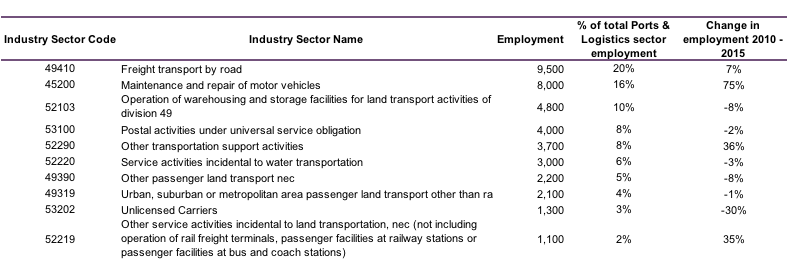


**Source:** Business Register and Employment Survey, Office for National Statistics



Change in Ports & Logistics employment across New Anglia, 2010 - 2015

**Source:** Business Register and Employment Survey, Office for National Statistics



Source: New Anglia LEP Economic Strategy evidence base work

Top Ports & Logistics sub sectors by employment, 2015



Top Ports & Logistics sub sectors with 100 employees or more by growth in employment

Source: New Anglia LEP Economic Strategy evidence base work



Location quotients (LQs) are a useful way of showing a sectors importance to the local economy relative to the national picture. The analysis presented here uses employment with an LQ above 1 showing a higher concentration than nationally, and an LQ of below than 1 a lower concentration.

Ports & Logistics location quotients across comparator areas, 2010 and 2015

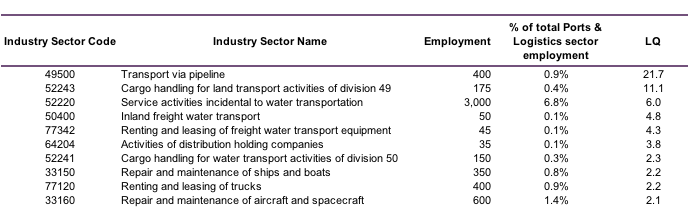
**Source:** Business Register and Employment Survey, Office for National Statistics

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Ports & Logistics location quotients across New Anglia, 2015

**Source:** Business Register and Employment Survey, Office for National Statistics



**Source:** Business Register and Employment Survey 2015, Office for National Statistics

Ports & Logistics sub sectors with location quotients (LQs) above 2



Full time, part time, and self-employment in the Ports & Logistics sector, 2015

Source: New Anglia LEP Economic Strategy evidence base work



Change in full time, part time, and self-employment in the Ports & Logistics sector, 2010 - 2015

Source: New Anglia LEP Economic Strategy evidence base work



Workplace Ports & Logistics sector employment 2011 by broad Standard Occupational Classification (SOC) across comparator areas

**Source:** 2011 Census, Office for National Statistics



**Source:** 2011 Census, Office for National Statistics

Workplace Ports & Logistics sector employment 2011 by broad Standard Occupational Classification (SOC) across New Anglia

Enterprises

Ports & Logistics sector enterprises across comparator areas, 2016



**Source:** UK Business Counts, Office for National Statistics

Ports & Logistics sector enterprises as a proportion of total enterprises across comparator areas, 2016



**Source:** UK Business Counts, Office for National Statistics



Ports & Logistics sector enterprise numbers across New Anglia, 2016

**Source:** UK Business Counts, Office for National Statistics



Ports & Logistics enterprises as a proportion of total enterprises across New Anglia, 2016

**Source:** UK Business Counts, Office for National Statistics

Ports & Logistics sector enterprise numbers by size across New Anglia, 2016

Ports & Logistics sector enterprise numbers by size across comparator areas, 2016

**Source:** UK Business Counts, Office for National Statistics

*Please note that at Local Authority level that businesses employing more than 250 people are not reported due to their very small numbers and resulting disclosive nature.*

No. of employees

Change in Ports & Logistics sector enterprises across comparator areas, 2010 - 2016

**Source:** UK Business Counts, Office for National Statistics

Change in Ports & Logistics sector enterprises across New Anglia, 2010 - 2016



**Sources:** UK Business Counts, Office for National Statistics

Ports & Logistics Skills Supply and Demand

Latest data shows that the shift towards higher level qualifications in New Anglia has continued



**Source:** 2011 Census, Office for National Statistics

Ports & Logistics sector workplace qualifications across comparator areas, 2011

Qualifications



**Source:** 2001 and 2011 Census, Office for National Statistics

Change in Ports & Logistics sector workplace qualifications, 2001 - 2011

UKCES ESS 2015

The following analysis uses the LEP level data released as part of the UK Commission for Employment and Skills (UKCES) Employer Skills Survey (ESS) 2015. The data covers the areas of vacancies, skills gaps, training, and staff retention and underutilisation.

Data is published for a limited number of broad sectors at LEP level and we have chosen the sector of ‘Transport, Storage and Comms’ as that being closest to encapsulating Ports & Logistics sector activity. In all instances, national, regional, and New Anglia LEP averages are presented as comparators.

In total, 2,364 employers in New Anglia were surveyed, 253 of which were ‘Transport, Storage and Comms’ employers.



Vacancies

**Source:** UKCES Employer Skills Survey 2015

Vacancies



**Source:** UKCES Employer Skills Survey 2015

Skills Gaps



**Source:** UKCES Employer Skills Survey 2015

Training



**Source:** UKCES Employer Skills Survey 2015

**Source:** UKCES Employer Skills Survey 2015

Staff

FE Learning Aims

All data (unless stated otherwise) is sourced from the Department for Education’s Further Education data library <https://www.gov.uk/government/statistical-data-sets/fe-data-library-local-authority-tables#history>

In order to present information that is relevant to New Anglia LEPs high performing and underpinning sectors then we have

identified FE and skills provision data split by Sector Lead Body and aligned a best-fit with each sector.

The Sector Lead Bodies identified as being the most relevant to the Ports & Logistics sector are ‘Automotive Industries’, ‘Freight, Logistics & Wholesale’, ‘Maritime’ and ‘Passenger Transport’.

However, not all FE and Skills learning aims align with a sector lead body. In fact, on average around two thirds are classed as unknown. This means that we are basing results here on roughly a third of the data.

*Please note that all data is rounded to the nearest 10 and that therefore some figures presented may not add to the sum totals presented.*



**Source:** FE Data Library, Department for Education

Ports & Logistics sector learning aims delivered to domiciled learners by Sector Lead Body



**Source:** FE Data Library, Department for Education

Ports & Logistics sector learning aims delivered to New Anglia learners by Sector Lead Body, 2010/11 and 2012/13



**Source:** FE Data Library, Department for Education

Change in Ports & Logistics sector learning aims delivered to resident learners by Sector Lead Body, 2010/11 – 2012/13



**Source:** FE Data Library, Department for Education

Ports & Logistics learning aims delivered to New Anglia residents by New Anglia based and external providers by SectorLead Body, 2012/13



**Source:** FE Data Library, Department for Education

Ports & Logistics learning aims delivered to New Anglia learners by New Anglia providers by Sector Lead Body, 2010/11 and 2012/13



Change in Ports & Logistics learning aims delivered to resident learners by domiciled providers by Sector Lead Body, 2010/11 – 2012/13

**Source:** FE Data Library, Department for Education

Apprenticeships

Ports & Logistics sector apprenticeship starts by year

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**Source:** Skills Funding Agency Data Cube



Apprenticeship participation by sector, 2014/15

**Source:** FE Data Library, Department for Education

**Source:** FE Data Library, Department for Education

Apprenticeship participation in the Ports & Logistics sector 2014/15 as a proportion of total participation

Labour Insight Jobs

The following section presents data from Labour Insight, a Burning Glass analytical tool. This tool collects details of online job postings from multiple sources and enables the analysis of these postings based on specific skills, educational requirements, and job titles, for example.

Please note that whilst Labour Insight will capture more information on the jobs market than more traditional Department for Work and Pensions vacancy data, the fact that not all job vacancies are advertised means that there will still be gaps in the findings.

According to the Labour Insight Jobs tool, then there were 10,516 postings for the Ports & Logistics sector in New Anglia between Jan. 1, 2012 and Dec. 31, 2016.

The definition for the Ports & Logistics sector in this exercise captures the following industry and sectors: ‘Transportation and Storage’.

Location



Ports & Logistics sector vacancies across New Anglia, Jan 2012 – Dec 2016

**Source:** Labour Insight Jobs, Burning Glass Technologies

*1,004 unspecified or unclassified postings*



Top Ports & Logistics sector recruiters across New Anglia, Jan 2012 – Dec 2016

**Source:** Labour Insight Jobs, Burning Glass Technologies

*7,096 unspecified or unclassified postings*

Recruiters



Occupation

Ports & Logistics sector vacancies by occupation, Jan 2012 – Dec 2016

*26 unspecified or unclassified postings*

**Source:** Labour Insight Jobs, Burning Glass Technologies

**Source:** Labour Insight Jobs, Burning Glass Technologies



**Source:** Labour Insight Jobs, Burning Glass Technologies

*0 unspecified or unclassified postings*

Ports & Logistics sector vacancies by job title, Jan 2012 – Dec 2016

Job Title



**Source:** Labour Insight Jobs, Burning Glass Technologies

*9,921 unspecified or unclassified postings*

Ports & Logistics sector vacancies by qualification level required, Jan 2012 – Dec 2016

Qualification Requirements

Skills Requirements



**Source:** Labour Insight Jobs, Burning Glass Technologies

*7,625 unspecified or unclassified postings*

Ports & Logistics sector vacancies by skills required, Jan 2012 – Dec 2016

Where the Work is

*The following analysis makes use of data and findings available via the online toolkit* [*http://wheretheworkis.org/*](http://wheretheworkis.org/) *. The findings presented*

*are a result of combining data from the UKCES ‘Working Futures’ programme and job vacancy data from the Labour Market Insight tool developed by Burning Glass.*

**Limitations**

Though the ‘Where the work is’ tool provides a comprehensive and detailed free-to-use dashboard of supply and demand in the UK, the following limitations should be taken into account when interpreting the data:

**- Senior Management and Elementary roles**

Occupations not open to recent HR graduates or FE finishers are not considered. Similarly, occupations that do not require any formal qualifications or training are also excluded from this tool, since the number of job-seekers cannot be meaningfully quantified.

**- Matching supply and demand**

Some occupations do not have specific qualifications or subject-specific requirements (such as sales, marketing and related associate professionals). As a result of this, and despite the fact that many people with a broad range of qualifications can apply for these occupations, they frequently appear ‘undersupplied’ in the tool, i.e. when the “job opportunity” is low. Occupations with very small sample sizes (either of finishers or job postings) are excluded from the dataset.

**- Internal and international migration**

Some occupations do not rely solely on FE finishers or HE graduates from their immediate location. Many people travel to find work, often moving across the country. Other occupations, such as those on the Migration Advisory Committee’s shortage occupation list, may rely more heavily on jobseekers arriving from outside the UK.

**- Online and offline postings**

Burning Glass Technologies (BGT) acknowledge that not all jobs are posted online, although a comparison of the Annual Survey of Hours and Earnings (ASHE) employment data and BGT postings data for UK in 2014 showed a 94 per cent correlation between ASHE and BGT occupational distributions. The BGT posting data slightly overestimate the proportion of professional and associate professional occupations, while slightly underestimating the proportion of elementary occupations.



**Source:** [*http://wheretheworkis.org/*](http://wheretheworkis.org/)

**Location Quotient** - Measure of Job Posting Density relative to employment indexed to the national density relative to employment

Location Quotient



Number of Job Postings asking for entry-level (2 years of experience or fewer) and school leaver education levels, further education levels, and higher education levels

**Source:** [*http://wheretheworkis.org/*](http://wheretheworkis.org/)

Vacancies by Opportunity



Advertised Salaries for Job Postings in 2015

**Source:** [*http://wheretheworkis.org/*](http://wheretheworkis.org/)

Average Wages

Opportunity Scores

**Opportunity Score** - Score based on the Demand Supply Ratio of FE postings within a geography, from Very Low (0) to Very High (100)



**Source:** [*http://wheretheworkis.org/*](http://wheretheworkis.org/)

A Future View of the Ports & Logistics Sector

The following analysis uses data from the East of England Forecasting Model (EEFM) and the UKCES Working Futures data (WF). In each case the Financial Services & Insurance sector has been approximated from the sector splits available in each model. In the case of the East of England Forecasting Model then ‘Land transport’ and ‘Water & air transport’ have been combined to provide forecasts for the Ports & Logistics sector. For the Working Futures data, the sector ‘Transport & Logistics’ has been referred to.

Please note that neither model, or the forecasts they produce, take into account the New Anglia LEPs ambitions for growth in Gross Value Added (GVA) and employment.



Forecasts for change in Ports & Logistics sector employment in New Anglia (2014 = 100)

**Sources:** East of England Forecasting Model, Cambridge Econometrics; UKCES Working Futures 2014 - 2024



Occupational composition of employment in New Anglia’s Ports & Logistics sector over time

**Source:** UKCES Working Futures 2014 - 2024

Ports & Logistics sector replacement and expansion demand by occupation (top 5 in terms of net requirement), 2014 - 2024



**Source:** UKCES Working Futures 2014 - 2024

**Source:** UKCES Working Futures 2014 - 2024

Ports & Logistics sector replacement and expansion demand as a proportion of employment by occupation, 2014 - 2024 requirement)



**Source:** UKCES Working Futures 2014 - 2024

Ports & Logistics sector replacement and expansion demand by qualification, 2014 - 2024

Please note that the Working Futures data uses the following breakout of qualification levels:

QCF8 - Doctorate

QCF7 - Other higher degree

QCF6 - First degree

QCF5 - Foundation degree; Nursing; Teaching

QCF4 - HE below degree level

QCF3 - A level & equivalent

QCF2 - GCSE (A-C) & equivalent

QCF1 - GCSE (below grade C) & equivalent

No Q - No Qualification

Ports & Logistics sector qualifications, 2014 - 2024

Please note that the Working Futures data uses the following breakout of qualification levels:

QCF8 - Doctorate

QCF7 - Other higher degree

QCF6 - First degree

QCF5 - Foundation degree; Nursing; Teaching

QCF4 - HE below degree level

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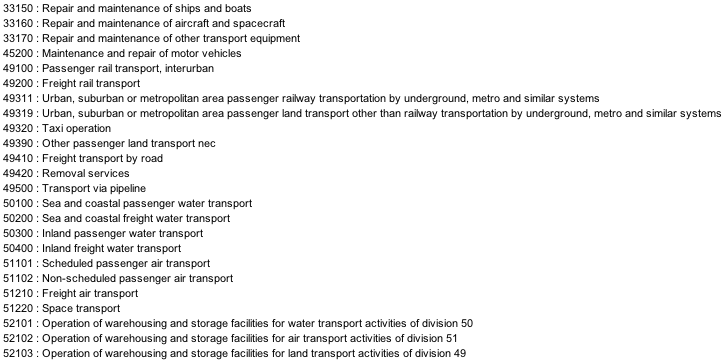
No Q - No Qualification

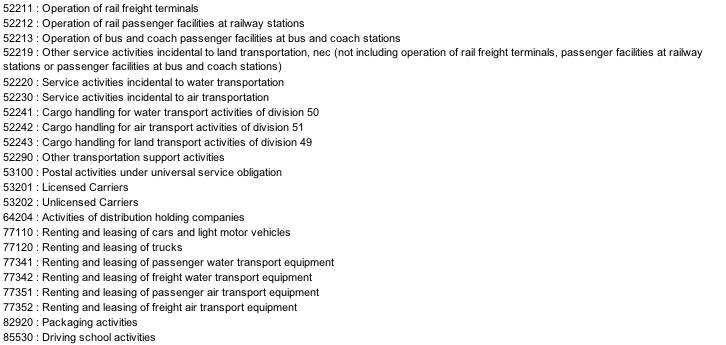
**Source:** UKCES Working Futures 2014 - 2024

Appendices

**Appendix –** **Ports & Logistics Sector Definition**

The following five digit SIC codes are being used to measure levels of, and change in, both employment and enterprise numbers in the sector.



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